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IDEA-0037-70
Copy 1 of 7

19 January 1970

MEMORANDUM FOR THE RECORD

SUBJECT: Trip Report - 12-18 January 1970

1. Locations and Purposes of Visits

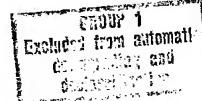
The undersigned visited Detachment G and LAC Burbank during the week of 12 January 1970 to discuss the ejection-seat headrest ECP, ventilation OHR, survival radios, automatic preserver inflator, and related Life Support equipment. Additionally, a discussion was held with the Station G Commander and Operations on denitrogenation of pilots prior to flight.

2. Results of Visits

A. A discussion was conducted with the Station G Commander and the Operations Officer on the current policy with respect to denitrogenation times for the purpose of preventing Decompression Sickness in flight. The current policy seems to be the most correct and all agreed with the philosophy. It was suggested that a statement be included in the Project Headquarters' Directives on this practice to reiterate the importance of adequate denitrogenation prior to flight. AMS will provide a statement on the existing policy for inclusion in the Directive.

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B. A partial pressure suit chamber flight was conducted using the suit that will be issued to the new [redacted] pilot. Chamber run procedures were also reviewed and discussed since new pilots will be coming aboard soon requiring utilization of the Station G chamber.

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C. A trip to LAC Burbank was made on Wednesday to discuss with [redacted] and [redacted] the ECP on the ejection-seat headrest study. LAC's position remains that no spacers or changes will be incorporated on the ejection seat unless test firings are first accomplished. It would seem that the test firings are indeed necessary to insure the integrity of the system following a modification such as this. A discussion was also held on the ventilation problem and the OHR submitted by SAC with regard to inadequate cooling at altitude following flame out. Chamber tests performed at Beale AFB, climatic low-pressure chamber in December 1969 clearly indicate that no catastrophic problem exists. The project test pilot, early in 1969, briefed both the SAC and Project pilots on ventilation management. To date none of the Project pilots have experienced any difficulty. It was suggested to the SAC Life Support Officer that another briefing was obviously necessary especially since many new pilots have come on board in the past year.

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D. A review and inventory was conducted on available spare parts for the S1010 PPA at Station G.

E. An automatic life preserver (Inflator Products Inc. PN-50265-2) was viewed and discussed. The SR-71 Program presently uses such a device and it appears that it would also be compatible with the project full-pressure suit. Field tests will be performed at the Detachment this spring.

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F. A discussion was also held on the survival radio presently required on all OPS Missions. A new radio URC-64 is now available and in use in SEA which has better features than our radio. If this radio can be modified to include one VHF channel, it would seem to be the best radio for survival purposes. The primary objections to the existing radio are its power package (12 penlight batteries and its leaking characteristics.) Air Force standard survival radios have a single power pack and are definitely waterproof.

Can we
get this
AF item
Ross

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AMS/OSA

CONCURRENCE AND/OR COMMENT

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[Redacted]

C/AMS/OSA

20 JAN 1970

DATE

How did trans
work out - ?

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AMS/OSA [Redacted]

Distribution:

- 1 - AMS/OSA
- 2 - " Chrono
- 3 - Exec/Compt/OSA
- 4 - TB/OSA
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- 6 - D/M/OSA
- 7 - RB/OSA

[Redacted] talked with
Gen. Ross re above questions.

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26 JAN 1970

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